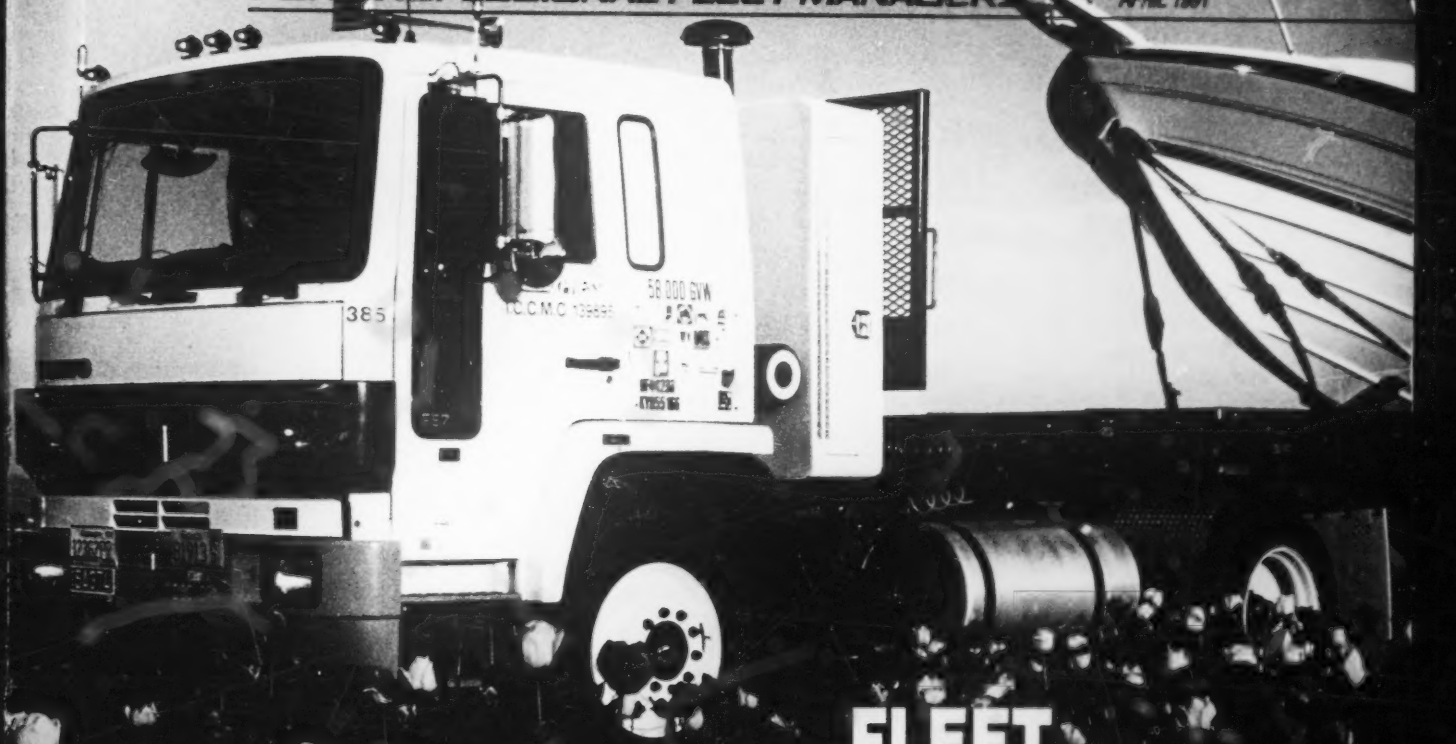
CBI/TONS COMMERCIAL CARRIER JOURNAL

CCJ

FOR PROFESSIONAL FLEET MANAGERS

APRIL 1991



FLEET REFERENCE ANNUAL

INTERSTATE RECIPROCITY, TAXES, ACCESS, PERMITS, LCVs

MAINTENANCE ALERT!
NEW ROADSIDE INSPECTION CRITERIA

*********** 5-DIGIT 20814
CJ - 91
STATISTICAL REFERENCE IDX
CONGRESSIONAL INFO SERV
S R I ACQUISITIONS
4520 EAST WEST HIGHWAY
BETHESDA MD 20814-3319

Published Continuously Since 1911

CCJ

VOLUME 147 NUMBER 4 APRIL 1991

FEATURES

49 OUT OF SERVICE
Here are details on the revised DOT/CVSA criteria for placing vehicles out of service at roadside safety inspections, including an expanded section on load securement.

64 TECHNICAL DATA DIRECTORY
This directory provides fleets with free product and service planning aids. Several methods can be used to request the publications listed.

76 EDI MAKES COMMUNICATIONS AS EASY AS ABC
Discover how EDI has made life for Bilkays Express much easier and more profitable. In addition to meeting one of P&G's criteria for selecting core distribution carriers, EDI provides Bilkays with reduced paperwork, fewer follow-up calls and less manual data entry. It also has improved data entry accuracy and customer service. Most important, P&G pays Bilkays' freight bills within five to six working days.

81 FLEET REFERENCE ANNUAL
CCJ's yearly look at reciprocity agreements; where long combination vehicles can go; the primary weight-distance taxes and fuel taxes across the country. Includes the agencies to contact for information on registration, reciprocity, sizes and weights, taxes and permits.

COLUMNS

9 EDITORIAL
Three intangibles of success

28 WASHINGTON REPORT
Truckers gear up to fight 'anti-scab' bill

37 BUSINESS SIDE
How bar coding enhances operations

45 SAFETY
Beware of old out-of-service criteria

99 MAINTENANCE & TECHNOLOGY
Battle of the bulge, revisited

DEPARTMENTS

12 INDUSTRY WATCH
33 COMING EVENTS
93 TRUCK TALK POSTCARD
105 PRODUCTS & SERVICES
111 READER SERVICE POSTCARD
113 SUBSCRIPTION POSTCARD
125 PUBLICATIONS
126 CLASSIFIED ADVERTISING
130 ADVERTISERS' INDEX
131 SIDEROADS

IN THE NEXT ISSUE

There are many reasons why a fleet executive might be considered for CCJ's Career Leadership award (formerly called the Fleet Maintenance Executive of the Year). Technical ability, business savvy, communication skills, industry involvement—the list goes on. But it's a rare individual who repeatedly has proven that he embodies all of those qualities. Roadway's Don Dawson is that rare individual. Details on why Dawson is CCJ's "Man For All Reasons" will be published in the May issue. □

EDITORIAL STAFF

Editor-In-Chief
GERALD STANDLEY
215-964-4513

Executive Editor
PARRY DESMOND
215-964-4529

Managing Editor
CAROLE SMITH
215-964-4524

Senior Technical Editor
RICHARD CROSS
215-964-4517

Technical Editor
PAUL RICHARDS
215-964-4519

Senior Editor
DIANE WIGGINS
215-964-4991

Senior Editor
EILEEN CLEAVES
215-964-4514

Associate Editor
CAROL HOPE HEAVENS
215-964-4509

Products Editor
ROBERT WARNER
215-964-4526

Washington Bureau Chief
NEIL REGEIMBAL
202-662-8960

Washington News Bureau
PATRICIA STURDEVANT
202-662-8960

Western News Bureau
KEN MacDONALD
415-474-8532

Western Editor
JAMES CHARLESWORTH
303-452-4739

Market Research Editor
MATT HOGAN
215-964-4521

Reprints/Secretarial
PAT HEALY
215-964-4530

Art Director
MIKE TRINSEY
215-964-4006

Contributing Editor
KENNETH PIERSON

Publisher
GREGORY SHEREMET
215-964-4511

EDITORIAL OFFICES
Chilton Way
Radnor, Pa. 19089

570 National Press Bldg.
Washington, D.C. 20045
202-662-8960

2600 Fisher Building
Detroit, Mich. 48202
313-875-2090

10982 Birch Drive
Denver, Colo. 80233
303-452-4739

24 White Street
San Francisco, Calif. 94109
415-474-8532

Photos by United Press International, World Wide Photos, Picture Group Inc.

EDITORIAL ADVISORY BOARD

JERRY SHEEHAN
Vice President
Transportation
Leprino Foods
Denver, Colo.

DONALD D. DAWSON
Vice President,
Maintenance
Roadway Express, Inc.
Akron, Oh.

ROBERT FORMAN
Transportation
Safety Consultant
Robert Forman Assoc.
Scottsdale, Ariz.

JOSEPH BARTKIEWICZ
Director of Equipment
Greater Cleveland Reg.
Transit Authority
Cleveland, Oh.

CHARLES R. JAYNES
Director, Purchasing
& Maintenance
Central Freight Lines
Waco, Tex.

ROBERT A. KORTENHAUS
Vice President
Bilkays Express Co.
Elizabeth, N.J.

PAUL MANWILLER
Maintenance Manager
Air Products and
Chemicals, Inc.
Allentown, Pa.

DAVID L. METZLER
President
Carlisle Carrier Corp.
Carlisle, Pa.

COMMERCIAL CARRIER JOURNAL (ISSN 0734-1423), one of the publications owned by CHILTON COMPANY, is published monthly at Chilton Way, Radnor, Pa. 19089. Chilton Company is a division of American Broadcasting Companies, Inc. New York, N.Y. Subscription price: United States and its possessions, $40.00 a year; single copies are $5.00 a copy with the exception of special issues (April, July, October) which are $10.00 each. Canada and all other countries are $75.00 a year, payable in advance. Second Class Postage paid at Wayne, Pa. 19089 and additional mailing offices.

Postmaster: Send form 3579 to Commercial Carrier Journal, Box 2045, Radnor, Pa. 19089.

Canadian GST Registration Number: R125906743

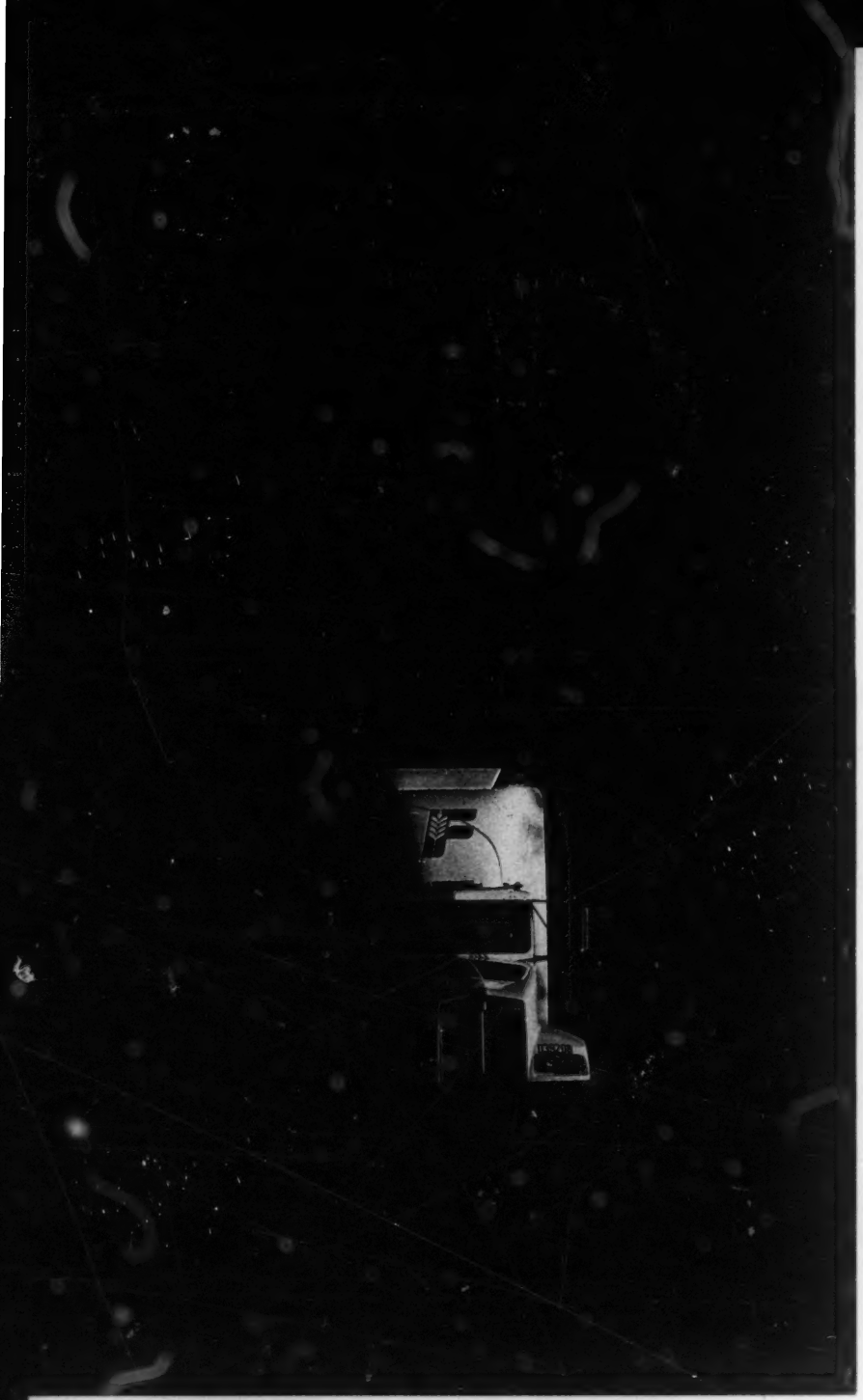
Permission to photocopy for internal use or the internal use of specific clients is granted by Chilton Co. for libraries and other users registered with the Copyright Clearance Center (CCC), provided that the base fee of $1.00 per copy of the article, plus 25¢ per page is paid directly to the CCC, 27 Congress Street, Salem, MA 01970. Special requests should be addressed to the managing editor. (0734-1423/ 90 $1.00 + 25¢)

© CHILTON COMPANY 1991

Chilton

BUSINESS MAGAZINES/ MARKETING SERVICE/ BOOKS

***CHILTON COMPANY,** one of the Capital Cities/ABC Publishing Companies, Diversified Publishing Group*



DOT plan shifts costs to states

By **EILEEN CLEAVES,** *Senior Editor*

The nation's governors, facing the toughest fiscal situation since the 1982 recession, are urging Congress not to shift additional transportation costs to the states as outlined in the Bush Administration's proposed transportation bill.

The governors also recommend spending money held in the Highway Trust Fund, as well as the annual receipts—including interest and revenues from the new fuel tax—on transportation.

Recognizing that highway and mass transit projects can provide jobs and boost the sluggish economy, the National Governor's Association (NGA) proposes spending more funds directly on construction or maintenance projects. Money could be raised through increased transportation funding or new sources of funds, asking for more federal transportation assistance, or cutting transportation overhead.

The states don't want a shift of transportation costs from the federal government to the states.

But that is what the five-year program, submitted by the Administration to Congress in February, calls for. The proposal wants state and local governments and the private sector to pay for a greater share of the nation's transportation infrastructure.

The bill will be the starting point for reauthorization of the highway program that expires in September.

The states, hit hard by shrinking revenues and mounting pressures for more spending, are reluctant to assume additional transportation costs.

More than 30 states predict deficits of 3% to 5% if they don't cut spending or increase revenues before the end of the year. The recession has prevented the states from increasing revenues to offset spiraling expenses.

Under the proposal outlined by Transportation Secretary Samuel K. Skinner, existing roads would be reclassified into two highway networks:

• a National Highway System of about 150,000 miles, consisting of the 43,000-mile Interstate highway network and other major routes;
• an urban-rural network of about 700,000 miles of smaller, less-traveled roads.

The federal funding portion would provide 75% to 90% of the cost of the national system. On the urban-rural network, the federal government would reduce its payment share from 75% to 60%. However, federal support for repairing bridges would increase by 50% to $2.8 billion by 1996 on a 75%-25% ratio.

The American Association of State Highway Transportation Officials estimates that, through 1996, the states would be responsible for an additional $52 billion in highway spending under the proposal, while the federal government's increase would be $16 billion.

State and local governments already pay for the lion's share of the nation's transportation infrastructure, says NGA. According to NGA:

• State and local government financed 78% of the $69 billion spent on highway improvements in 1988.

• Between 1980 and 1990, state and local spending on highways increased by nearly 90%, while federal expenditures on highways increased by only 52%.

• Between 1986 and 1990, federal spending on highways dropped 1.5%, while state and local expenditures increased almost 30%.

Many officials question how the states, with all their financial problems, can raise the money needed to match the proposed federal contributions.

"A number of states currently have exhausted their ability to raise fuel taxes. In the past decade, all but three states have raised their highway taxes, many more than once," said Wallace M. Wilkinson, Kentucky governor and chairperson of NGA's Committee on Transportation, to the House Committee on Public Works and Transportation.

The states will seek other ways to boost highway revenues. According to the Highway Users Federation for Safety and Mobility, 25 states will consider issuing bonds for highway projects, 21 states will build toll roads and 18 states will use general funds for highway projects. Fifteen states may increase taxes on diesel fuel or allow local jurisdictions to tax motor fuel. Only four states are contemplating a sales tax on motor fuel; another three will consider repealing the tax exemption for gasohol.

Although states would receive less federal highway money under the Bush plan, more flexibility on spending would be provided. Federal funds could be used for mass transit or for construction of toll roads, including toll roads built with private funding.

Passage of the bill also could stimulate local economies. The Administration estimates that $14.3 billion in federal funds and $4.9 billion in state funds would be spent in 1992, the first year of the program.

"Highway and mass transit projects can provide jobs and boost the sluggish economy," says NGA. "Improvements undertaken now can be made at a lower cost—since construction costs are traditionally lower during an economic downturn."

NGA's recommendation for new funding includes dedicated transportation funds, revenue shifts, bond issues and supplemental appropriations.

The Administration's proposal recognizes the need for an improved infrastructure, but not with additional federal funds.

"More projects will be built on time and on budget because local officials will have to answer to local taxpayers instead of looking to Washington for "free money," said Skinner.

The proposal received positive reviews from the American Trucking Associations (ATA). Thomas J. Donohue, ATA president, praised the portion of the plan that would establish a uniform system of truck registration and tax reporting among states. The bill still requires states to adopt uniform vehicle registration, like the International Registration Plan (IRP) and fuel tax reporting standards, like the International Fuel Tax Agreement (IFTA).

"That's worth $1 billion a year to us in savings," Donohue said.

The bill also would eliminate bingo stamps, increase federal motor carrier safety funding incrementally to $100 million per year and preempt state regulation of rates and routes for truck lines that hold interstate operating authority.

However, the bill made no provisions for longer and heavier trucks. The proposal also omitted any action to control overweight containers.

How to read the charts

The following information is a guide to the items on the succeeding maps and charts.

Data in this section is compiled from volumes of complex laws and regulations. It is impossible to list all of the details. Final authority rests with the texts of laws and regulations involved. Carriers that have questions or seek additional information can find the telephone numbers of the licensing and registration authorities in each state at the end of this section.

One-stop shopping: 15 states have an office where motor carriers can obtain needed credentials and pay taxes required to operate legally.

Commercial Vehicle Safety Alliance (CVSA) is a truck safety group representing 48 states (only Hawaii and South Dakota are not members) and nine Canadian provinces. CVSA provides a framework so participating states and provinces can achieve uniformity, compatibility and reciprocity of standardized heavy vehi-

Continued

cle roadside and on-site safety inspection procedures and out-of-service criteria. CVSA issues a quarterly, color-coded decal for commercial vehicles that pass random inspection.

International Registration Plan (IRP) has 43 member-states, more than any other reciprocity agreement. IRP is a home state vehicle registration system for trucks and buses. A member's truck can travel in all member states and the Canadian province of Alberta with one license plate and one IRP cab card. The motor carrier pays a registration fee to its base (or home) state. The base state sends a portion of that fee to IRP states where the member vehicle or vehicles will travel in the coming year.

Uniform Proration Agreement (UPA) is used by 20 states. Under the UPA plan, the base state issues the license plate which includes space for decals purchased from other states where the vehicle will operate. Registration fees are in proportion to the average annual distance traveled. UPA was created for western states, where it's the dominant agreement. However, the IRP is also in effect in many of the same states.

Multistate Reciprocal Agreement (MRA) covers 20 states. The registration plate issued by the home state is honored by other MRA states if the correct fuel taxes are paid to each state on the basis of miles traveled. Many northeastern states, not members of other compacts, agree to this plan through bilateral agreements. Enforcement is difficult because standardized recordkeeping isn't required.

International Fuel Tax Agreement (IFTA), which covers 16 states, and the **Regional Fuel Tax Agreement (RFTA),** which covers three states, are base state fuel use tax agreements modeled after the IRP.

Under both agreements, the motor carrier files with their base state in order to complete tax registration, reporting and payment for all participating states. The base state issues a license, provides one decal, processes and verifies tax reports, receives license fees and tax payments, and distributes tax payments to appropriate member states.

The consolidated fuel use tax registration, filing, collection, verification and audit functions reduce the complexity and costs of complying with each state's reporting requirements.

Fuel Taxes: The federal motor fuel tax increased 5¢ a gallon on Dec. 1, 1990, raising the federal tax on diesel fuel to 20¢ and on gasoline to 14¢. Half the revenue raised from the 5¢-increase is dedicated to the Highway Trust Fund to finance highway construction. The balance will be used to reduce the federal deficit.

State fuel taxes increased in six states in 1990, down from 18 states in 1989. This year, 27 states are expected to consider increasing highway revenues.

Third Structure Taxes are ton-mile or axle-mile taxes that place a financial and paperwork burden on the trucking industry. The ATA has recommended that a two-tiered tax collection program—consisting of registration fees and fuel taxes—be established to replace third-structure taxes.

Long Combination Vehicles (LCVs): Explanations of the three basic LCV configurations—Rocky Mountain Doubles (RMD), Turnpike Doubles (TD) and Triple Trailers (T)—and where the vehicles can travel are explained in one of the following maps. The vehicles may require permits or be restricted to designated highways.

53-ft Trailers are allowed by 41 states on Interstates and designated highways, and by 32 states on state and nondesignated highways. Most states have an axle-spacing or a kingpin requirement to minimize "swing out" on the rear end of the trailer.

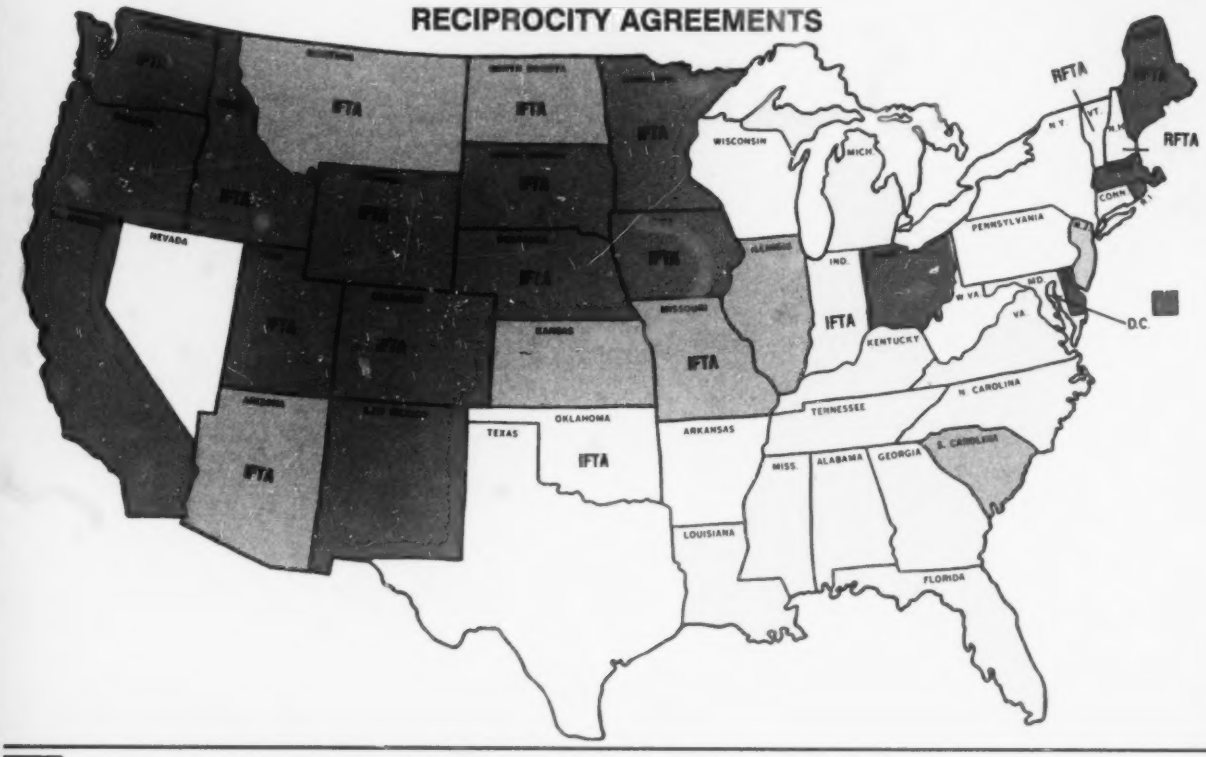
Access: The Federal Highway Administration (FHWA) issued a final rule June 1, 1990. It amends reasonable access for commercial motor vehicles with lengths and widths authorized by the Surface Transportation Assistance Act of 1982 (STAA). The access rule:

- defines "terminal" as a location where freight originates, terminates or is handled in the transportation process or where carriers have operating facilities;
- prohibits states from restricting access within 1 mile from the National Network, except for specific safety reasons on individual routes;
- states that allow specific vehicles access on an individual route must provide access on that route to all vehicles of the same type. Distinctions between vehicle types must only be based on significant differences in their operating characteristics;
- blanket restrictions on 102-in.-wide vehicles are not allowed;
- vehicle dimension limits shall not be more restrictive than Federal requirements;
- all states must have an access review process, except those with laws authorizing the operation of STAA-dimensioned vehicles on all public roads and highways;
- states without FHWA-approved access provisions in effect by June 1, 1991, must follow the requirements stated in the final rule.

A list of final access provisions approved by FHWA will be issued in June.

Intrastate drug testing: Twenty-seven states have adopted the U.S. Department of Transportation's drug testing rules for motor carriers (49 C.F.R. 391), according to ATA's Law Department. □

RECIPROCITY AGREEMENTS



	States In Multistate Reciprocal Agreement
	States In Multistate Reciprocal Agreement & International Registration Plan
	States In Multistate Reciprocal Agreement, International Registration Plan & Uniform Proration Agreement
	States In International Registration Plan
	States In International Registration Plan & Uniform Proration Agreement
	States In Uniform Proration Agreement
RFTA	Regional Fuel Tax Agreement
IFTA	International Fuel Tax Agreement
CVSA	All states are members of the Commercial Vehicle Safety Alliance except: Hawaii and South Dakota.

WHAT YOU SEE...

are the states which are members of the major reciprocity agreements. The map is designed to give you a starting point from which to check out the requirements of each state through which your vehicles will pass.

WHAT YOU DON'T SEE...

is the minute detail of interstate reciprocity agreements, many of them involving several pages of text. Nor does the chart cover Public Utility Commission (PUC) agreements involving "for-hire" carriers.

Hence, you are urged to seek further details either from your associations or by contacting appropriate state authorities. Addresses and telephone numbers are listed. If you have any doubts, this should be done in advance of the trip.

While every precaution has been taken to assure accuracy, correctness is not guaranteed, and the publishers waive all responsibility for errors or omissions.

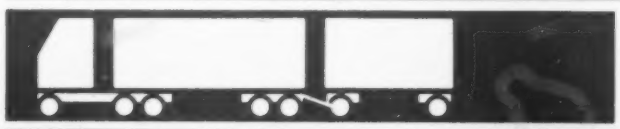
State	One-stop Shopping	Agreements						Taxes				Third Structure Tax Primary Weight Ton or Axle Mile
		CVSA	IRP	UPA	MRA	IFTA	RFTA	¢/gal Gas	¢/gal Diesel	¢/gal Gasohol	¢/gal LPG	
ALA		x	x		x			13	14	13	0	
AK		x		x				8	8	0	0	
ARIZ	x	x	x	x	x	x		18	18	18	18	x
ARK		x	x					13.5	12.5	13.5	11.5	
CALIF		x	x	x				14	14	14	6	
COLO	x	x	x	x		x		22	18	22	20.5	
CONN		x	x					22	22	19	20	
DEL		x						19	19	19	16	
D.C.		x						18	18	18	18	
FLA	x	x	x		x			10.9	10.9	10.9	10.9	
GA		x	x		x			12	12	12	12	
HI								11	11	11	7	
IDA		x	x	x		x		18	18	13	18	x
ILL		x	x	x	x			19	22.5	19	16	
IND	x	x	x		x	x		15	16	15	16	
IA	x	x	x	x		x		20	22.5	19	20	
KANS	x	x	x	x	x			16	18	15	14	
KY	x	x	x		x			15	12	15	15	x
LA		x	x		x			20	20	20	16	
ME	x	x					x	17	20	17	17	
MD		x	x		x			18.5	18.5	18.5	18.5	
MASS		x						21	21	21	4.2	
MICH		x	x		x			15	15	15	15	
MINN	x	x	x	x		x		20	20	20	20	
MISS		x	x		x			18	18	18	18	
MO		x	x	x	x	x		11	11	11	11	
MONT		x	x	x	x	x		20	20	20	0	
NEB		x	x	x		x		26.4	26.4	23.4	22	
NEV		x	x					23	22	23	20	
N.H.		x	x				x	16	16	16	14	
N.J.	x	x			x			10.5	13.5	5.5	5.25	
N.M.		x	x	x				16.2	16.2	13.2	16.2	x
N.Y.		x	x					8	10	8	8	x
N.C.	x	x	x		x			21.9	21.9	21.9	21.9	
N.DAK		x	x	x	x	x		17	17	17	17	
OHIO		x	x					20	20	20	18	
OKLA	x	x	x			x		16	13	16	17	
ORE		x	x	x				20	20	20	20	x
PA		x	x					12	12	12	12	
R.I.		x						20	20	20	20	
S.C.		x	x	x	x			16	16	16	16	
S.DAK			x	x		x		18	18	16	16	
TENN		x	x		x			21	17	21	14	
TEX		x	x					15	15	15	15	
UTAH		x	x	x		x		19	19	19	19	
VT	x	x	x				x	16	17	16	0	
VA	x	x	x					17.5	16	17.5	16	
WASH		x	x	x		x		22	22	22	0	
W.VA.		x	x					20.35	20.35	20.35	20.3	
WISC	x	x	x			x		21.5	21.5	21.5	21.5	
WYO		x	x	x		x		9	9	9	9	

Long Combination Vehicles Allowed	53-ft Trailers Allowed P – Permit Needed I&DH – Interstate & Designated Hwys S&NH – State & Non-designated Hwys		Access Policy							Federal Drug Testing Rules Adopted Intrastate	State
	I&DH	S&NH	In Effect	.5 mile	1 mile	3 mile	5 mile	10 mile	Unlimited		
	X	X	X		X					X	ALA
RMD; TD			X				X				AK
RMD	X	X	X						X		ARIZ
RMD; TD	X	X	X						X	X	ARK
	X	X	X		X				X		CALIF
RMD; TD; T	XP	XP	X						X	X	COLO
			X		X					X	CONN
TD	X	X	X						X	X	DEL
			X								D.C.
TD	X	X	X				X			X	FLA
	X	X	X		X					X	GA
			X							X	HI
RMD; TD; T	XP		X						X		ID
	X	X	X				X			X	ILL
T	X	X	X						X	X	IND
	X	X	X							X	IA
TD; T	X	X	X						X		KAN
	X	X	X				X				KY
RMD; TD	X		X					X		X	LA
			X	X							ME
			X						X		MD
TD			X								MASS
	X		X				X				MICH
	X	X	X								MINN
TD	X	X	X						X	X	MISS
	X		X					X		X	MO
RMD; T	X	X	X						X		MONT
T	X	X	X						X	X	NEB
RMD; TD; T	X	X	X						X		NEV
			X						X	X	N.H.
			X								N.J.
RMD; TD	X	X	X							X	N.M.
TD	X		X								N.Y.
	X		X			X				X	N.C.
RMD; TD; T	X	X	X					X		X	N.DAK
	X	X	X						X	X	OH
RMD; TD; T	X	X	X				X				OKLA
T	X	XP	X	X							ORE
	X	X	X		X						PA
TD			X		X					X	R.I.
	X		X							X	S.C.
RMD; TD; T	X	X	X						X		S.D.
	X	X	X						X	X	TENN
	X	X	X						X	X	TEX
RMD; TD; T	XP	XP	X						X	X	UTAH
			X								VT
	X	X	X	X							VA
RMD	XP	XP	X						X		WASH
	X		X								W.VIR
	X	X	X						X	X	WISC
RMD	X	X	X						X	X	WYO

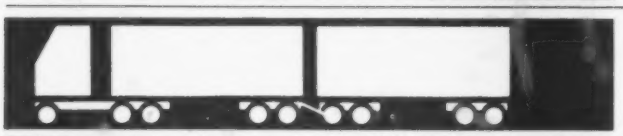
WHERE LONG COMBINATION VEHICLES CAN GO

Note: Triples, Rocky Mountain Doubles and Turnpike Doubles may require permits or be restricted to designated highways and, in some cases, operate only for short distances along specific routes. Contact individual state authorities for additional information.

BASIC LONG COMBINATION VEHICLE CONFIGURATIONS



RMD: Rocky Mountain Double
Tractor pulls standard length semi-trailer plus shorter trailer. Weight distributed over 7 or 8 axles.

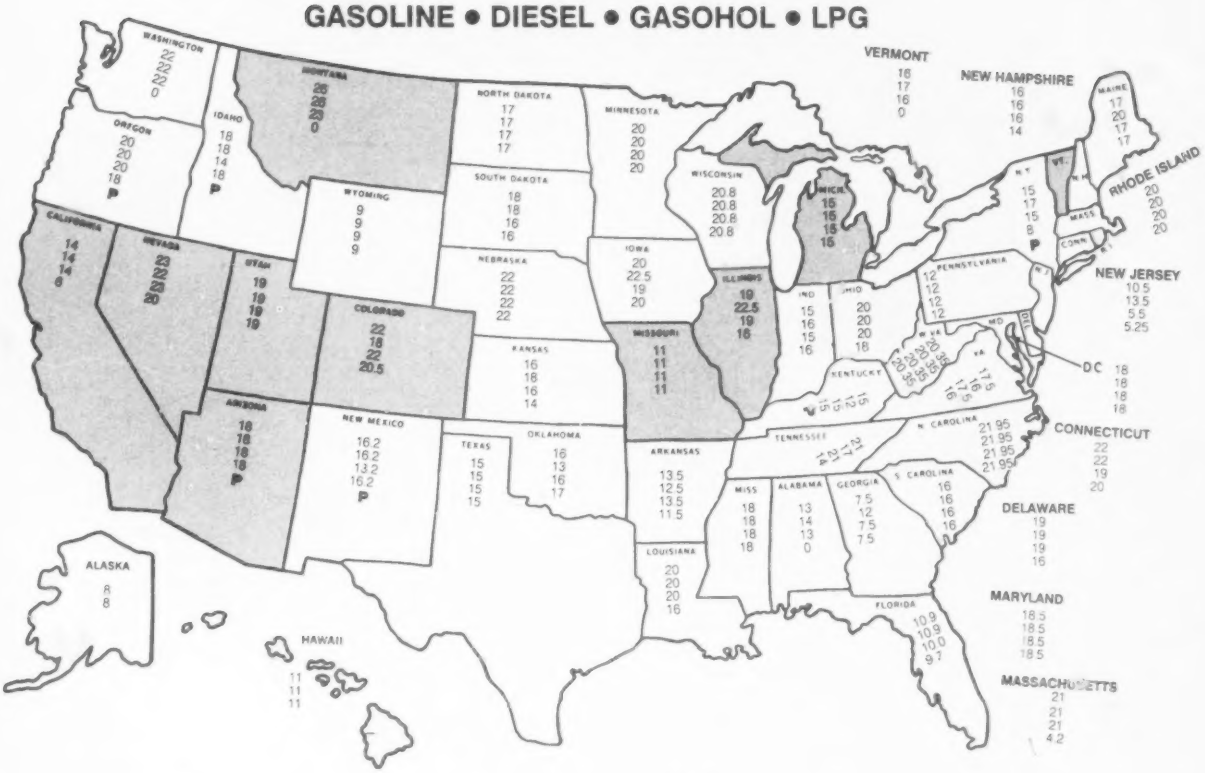


TD: Turnpike Double
Tractor pulls two standard length tandem axle semi-trailers. Weight distributed over 9 axles.

T: Triple Trailer
Tractor pulls three short semi-trailers, the two rear with converter dollies. Weight distributed over 7 axles.

PRIMARY WEIGHT-DISTANCE TAXES and FUEL TAXES IN CENTS-PER-GALLON

GASOLINE • DIESEL • GASOHOL • LPG



P—States With Primary Weight-Distance Tax (usually ton-mile or axle-mile tax).

Fuel tax reports required

No fuel tax reporting laws

Fuel tax reporting only on special fuel (not gasoline)

Since taxes are subject to revision, contact the appropriate state office for current information.

According to The American Trucking Association, third structure tax rates charged by states include:

•**Arizona:** Motor Carrier Tax begins at 1.319¢ per mile for 26,000 lb commercial vehicles and increases in two-ton increments to 8.0¢ per mile for an 80,000-lb unit.

•**Idaho:** Use Fee for vehicles and combinations over 60,000 lb GVW begins at 3.005¢ per mile and increases in two-ton increments to 4.49¢ per mile for an 80,000-lb unit. Vehicles over 80,00 lb pay 4.49¢ per mile plus 0.21¢ a mile per ton or fraction thereof over 80,000 lb.

•**Kentucky:** Weight-distance tax for vehicles and combinations with a maximum registered GVW over 59,999 lb is charged 4¢ per mile.

•**New Mexico:** Weight-distance tax for vehicles and combinations over 26,0001 lb GVW begins at 0.797¢ per mile and increases in two-ton increments to 3.168¢ per mile for vehicles 78,00l lb and over. With prior approval by the state, vehicles customarily used for one-way hauls, which run at least 45% of their miles empty, pay at two-thirds of the rates.

•**New York:** Highway Use Tax applies to: power units and combinations with a GVW over 18,000 lb; trucks with an unladen weight over 8,000 lb; and tractors with an unladen weight over 4,000 lb. Asupplemental tax, in the amount equivalent to the applicable Highway Use Tax, is also imposed on all public highways exclusive of the toll portions of the New York State Thruway.

•**Oregon:** Weight-Mile tax applies to commercial vehicles over 26,000 lb GVW. Vehicles are taxed according to either the maximum combined weight declared for purposes of the tax, or the number of taxable miles traveled. The tax is 4.4¢ per mile for vehicles over 26,001 lb increasing in two-ton increments to 13.2¢ per mile for 80,000 lb vehicles.

CONTACT THESE STATE AGENCIES FOR INFORMATION ON REGISTRATION, RECIPROCITY, SIZES/WEIGHTS, TAXES, PERMITS:

ALABAMA
Registration
205-244-6700
Motor Fuel Division
205-261-2904
Oversize/Overweight
205-261-6288

ALASKA
Registration
907-269-5571
Motor Fuel Division
907-465-2322
Oversize/Overweight
907-345-7636

ARIZONA
One Stop Shopping
602-255-6775

ARKANSAS
Registration, Taxes
501-682-4800
Oversize/Overweight
501-569-2381

CALIFORNIA
Registration
916-732-7075
Motor Fuel Division
916-322-2010
Taxes
916-369-0500
Oversize/Overweight
916-324-7230445-9233

COLORADO
One Stop Shopping
303-534-1805
Taxes
303-866-3324

CONNECTICUT
Registration
203-566-2394
8 Motor Fuel Division
203-297-5780
Oversize/Overweight
203-566-4010

DELAWARE
Registration
302-736-4459
Motor Fuel Division
302-736-4538
Oversize/Overweight
302-736-4374

DISTRICT OF COLUMBIA
Registration
202-727-6694
Audit Division
202-727-6566

Oversize/Overweight
Dept. of Transportation
202-727-7049

FLORIDA
One Stop Shopping
904-488-6921
Oversize/Overweight
904-488-4961
Safety Enforcement
904-488-6289
Weight Enforcement
904-488-7920

GEORGIA
Registration
404-656-4145
Motor Fuel Division
404-656-4050
Oversize/Overweight
404-656-5428
Taxes
404-656-4165

HAWAII
Registration
808-941-2255
Motor Fuel Division
808-548-3892
Oversize/Overweight
808-548-5821

IDAHO
Registration
208-334-8611
Motor Fuel Division
208-334-7706
Oversize/Overweight
208-334-8420

ILLINOIS
Registration
217-785-1804
Motor Fuel Division
217-785-1397
Oversize/Overweight
217-782-6271

INDIANA
One Stop Shopping
317-232-2791
Motor Fuel Division
317-232-1850
Taxes
317-232-2189

IOWA
One Stop Shopping
515-237-3264

KANSAS
One Stop Shopping
913-273-8192

KENTUCKY
One Stop Shopping
502-564-4540

LOUISIANA
Registration
504-925-6270
Motor Fuel Division
504-925-7656
Oversize/Overweight
504-343-2345

MAINE
Registration, Licensing
207-626-8600
Motor Fuel Division
207-289-3851
Oversize/Overweight
207-626-8630

MARYLAND
Registration
301-787-2971
Fuel Taxes
Motor Vehicle Fuel Tax
301-974-3134
Oversize/Overweight
301-333-1597

MASSACHUSETTS
Registration
617-727-3559
Motor Fuel Division
617-727-4373
Oversize/Overweight
617-973-7796

MICHIGAN
One Stop Shopping
517-322-1166

MINNESOTA
One Stop Shopping
612-296-2138
Fuel-Trip Permit Only
612-296-7935
Hauling Authority
612-296-6441
Oversize/Overweight
Permits
612-296-6441
Prorate, Reciprocity
612-296-7935

MISSISSIPPI
Registration
601-359-1248
Motor Fuel Division
601-359-1261
Oversize/Overweight
601-359-1148

MISSOURI
Registration, Permits, Fuel
314-751-3466
Oversize/Overweight
800-877-8499

MONTANA
Registration, Permits & Oversize/Overweight
406-444-6130
Motor Fuel Division
406-444-3474

NEBRASKA
Registration
402-471-2281
Motor Fuel Division
402-471-2971
Oversize/Overweight
402-479-4775

NEVADA
Registration, Motor Fuel
702-687-5340
Oversize/Overweight
702-687-5410

NEW HAMPSHIRE
Registration & Fuel Tax
603-271-2311
Oversize/Overweight
603-271-2691

NEW JERSEY
One Stop Shopping
609-588-3600

NEW MEXICO
Registration
505-827-0392
Motor Fuel Division
505-827-4519
Oversize/Overweight
505-827-0367

NEW YORK
Registration
518-474-0871
Motor Fuel Division
518-457-3652
Oversize/Overweight
518-457-1155

NORTH CAROLINA
One Stop Shopping
919-733-0671
Oversize/Overweight
919-733-7154

NORTH DAKOTA
Registration
701-224-2725
Corp. Income Tax
701-224-2045
Motor Fuel Tax Section
Non-IFTA: 701-224-3239
IFTA: 701-224-2725
Oversize/Overweight
701-224-2621

OHIO
Registration
614-752-7500
Motor Fuel Division
614-466-3921
Oversize/Overweight
614-275-2800

OKLAHOMA
One Stop Shopping
405-521-3036
Oversize/Overweight
405-425-2390

OREGON
Registration
503-378-6903
Weight Mile Division
503-378-6699
Oversize/Overweight
503-378-2568

PENNSYLVANIA
Registration
717-783-6095
Motor Fuel Taxes
717-783-2518
Corporate Franchise Tax
717-783-6035
Oversize/Overweight
717-787-4680

RHODE ISLAND
Registration & Oversize/Overweight
401-277-2986
Motor Fuel Division
401-277-2950
Corporate Franchise Tax
401-277-3061

SOUTH CAROLINA
Registration
803-251-2960
Motor Fuel Division
803-737-4872
Oversize/Overweight
803-737-1279

SOUTH DAKOTA
Multi-State Licensing
605-773-3501
Motor Fuel Division
605-773-5335
Oversize/Overweight
605-698-3925

TENNESSEE
Registration
615-741-1786
Motor Fuel Division
615-741-3394
Oversize/Overweight
615-741-3821

TEXAS
Registration
512-465-7686
Oversize/Overweight
512-465-1700

UTAH
Registration & Fuel Permits
801-538-8390
Oversize/Overweight
801-965-4508

VERMONT
One Stop Shopping
802-828-2070

VIRGINIA
One Stop Shopping
804-786-2488
Hauling Permits
804-786-2787

WASHINGTON
Registration & Fuel
206-753-6993
Oversize/Overweight
206-459-6715

WEST VIRGINIA
Registration
304-348-3900
Motor Fuel Division
304-348-3333
Oversize/Overweight
304-348-3643

WISCONSIN
One Stop Shopping
608-266-9900

WYOMING
Registration & Fuel
Oversize/Overweight
307-777-5231